

2151Z 04 DEC 63

~~TOP SECRET~~

25 YEAR RE-REVIEW

DIRECTOR

25X1

PRIORITY

OPS 1-11

TOR: 2305Z 04 DEC 63

IN 52962

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INFO [REDACTED]
SEAFOAM 3250

1. PREPARATION FOR 3250 WAS A LITTLE HECTIC WITH PERSONNEL TIRED FROM THE DEPLOYMENT AND OUR FIRST GO AT A NEW LOCATION PLUS OUR PROBLEMS WITH THE ARTICLE, REF MSG.

25X1

2. [REDACTED] FLEW THE MSN IN HIS USUAL SUPERIOR FORM WITH MOTHER NATURE'S COOPERATION WITH REGARD TO CLOUD COVER. WE BELIEVE THE ROUTE WINDS WERE SLIGHTLY STRONGER THAN BRIEFED BUT CREATED NO PROBLEMS. THE [REDACTED] FUNCTIONED PERFECTLY ACCORDING TO INDICATIONS HERE, HOWEVER, THE [REDACTED] RAN OUT DURING SHUTDOWN, WHICH IS RUNNING PRETTY CLOSE. MR [REDACTED] PREFERS TO HAVE A FEW TURNS LEFT ON THE SPOOL IF POSSIBLE. THE [REDACTED] TAKE HAD SOME BANDING IN THE LAST HALF OF THE MISSION, HOWEVER, SDEGRADATION TO THE [REDACTED] WAS MINIMAL.

3. IT WAS MOST DISAPPOINTING TO HAVE ALL [REDACTED] EQUIP MALFUNCTION. BOTH RECORDERS, [REDACTED] HAD THE TAPE SLIP OFF THE REELS AND BREAK. TECHS INDICATE PREFLIGHT WAS NORMAL AND CAUSE UNK. [REDACTED] RECORDER HAD A FROZEN PINCH ROLLER WHICH CAUSED TAPE TO BREAK.

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[REDACTED] 0040 (IN 52962)

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CAUSE BELIEVED DUE CORROSION FROM HEAVY CONDENSATION THIS LOCATION.
THE BIRDWATCHER OPERATED 100 PER CENT ACCORDING TO INDICATIONS HERE.

4. THE ARTICLE FUNCTIONED PERFECTLY AND HQS PREDICTION ON FUEL
RESERVE FOR PLUS 22 PROFILE PROVED VERY ACCURATE. PLS ADVISE IF YOU
DESIRE FUEL CURVE DATA FROM [REDACTED]

5. THE AIRLIFT SUPPORT FOR THE TAKE WAS SOMEWHAT CONFUSED IN BOTH
ARRIVAL TIME AND ROUTING. ACFT ARR APPROX 1 PLUS 30 AFTER TAKE WAS
READY FOR SHIPMENT, HOWEVER, DID RELAUNCH WITH MIN GRND TIME. NATS
WAS ABLE TO REROUTE ACFT IN THE AIR FROM [REDACTED] AFTER
DEPARTURE.

END OF MESSAGE

~~TOP SECRET~~